

## DUMMIES SWEAR OFF TAXES.

GRAFT REVEALED BY ARREST  
OF A CITY HALL FOUR.

Taxpayers Personated—Philip Baer, Librarian of the City Hall, and Three Others Arrested—Combine Did a Land Office Business, Jerome Thinks.

A number of arrests for tax frauds made yesterday revealed a swarming of business done by dummies which the District Attorney believes is of old standing and has been extensive enough to have lost the city many thousands of dollars.

The indications are that the policy of increasing a man's personality assessment next year when he pays this year without demur has given an opening to grafters which has been worked assiduously.

In the case in which the arrests were made yesterday the taxpayer's assessment was doubled each year for three years and every year somebody came to him with a promise to get it reduced for a consideration. The consideration was half the saving of the tax and the assessment was reduced yesterday from \$80,000 to \$10,000 on the oath of a dummy representing himself to be the taxpayer. In another case an assessment on \$20,000 is said to have been sworn off by a dummy.

Philip Baer, librarian of the City Hall, a Republican of the Thirty-first Assembly district, appointed by Mayor Strong in 1897, was arrested yesterday at about noon at the City Hall by Detective Sergeant McNaught and taken to the Criminal Courts Building. There he was detained in the District Attorney's office until after 5 o'clock, by which time the police and county detectives had gathered in three other men.

The quartet were taken to the chambers of the Justices of Special Sessions and charged by County Detective William K. Second with attempted subornation of perjury in inducing him to personate Monroe B. Baer, a well-known dealer in rings at 7 Maiden Lane, and swear off a personal assessment of \$80,000. They were held for examination this afternoon at 4 o'clock. Walter P. Sawyer, a bookkeeper, 162 West Sixty-sixth street; Moses R. Springer, a salesman, of 85 West 118th street; and Nathan Springer, who says he works for a law collecting agency and who is a brother of Moses, were the three held with Baer. Sawyer is said to have confessed and his bail was fixed at \$1,000, while the others were held in \$2,000. Only Baer gave bail. The rest are in the Tombs.

District Attorney Jerome was informed by a reporter on Monday afternoon that there was a gang at work by procuring dummies to swear off the personal assessments of as many men as were willing to pay. The reporter produced an actor named George Harcourt, who had run against the gang and learned of its methods. Yesterday morning Harcourt came to the District Attorney's office and said that Baer and his associates were procuring a man about 30 years old to act as a dummy for Monroe B. Baer, whose personal assessment this year was \$80,000. Mr. Jerome detailed County Detective Second to act as the dummy. Second accompanied Harcourt to the City Hall, and they were followed by two other men, county detectives. As the City Hall Harcourt and Second, according to Second, met the "four." Harcourt introduced Second and the "four" told him that he was to personate Mr. Baer.

Second says that Nathan Springer gave him a memorandum showing how he was to act. He was coached as to his assets and liabilities. After he had posted himself sufficiently he went with Baer to Broadway and up to the Tax office. He met on the way a man who has not yet been arrested. This man took him to the Tax office, where before County Detective Strassburger Second swore off \$70,000 of Baer's taxes. While Second was swearing off Mr. Baer's taxes Harcourt at the City Hall got \$10 from Sawyer as payment for bringing Second around. Second himself went back to the City Hall, where he made careful inquiries concerning the four. He learned that Sawyer had an office up-town and he went there and saw Sawyer. Sawyer said that he wanted "the stuff" for the work and Sawyer gave him \$5, saying that Harcourt had also got some money, part of which was for Second.

Second reported all this to the District Attorney and Detective Sergeant McNaught and Policemen Sullivan, Feeney and Becker, and County Detective Miller were assigned to get the quartet. The four were taken before Justice Olmsted and arraigned on a short affidavit by Second.

"While the four were being gathered in," District Attorney Jerome said later, "I sent word to Mr. Bryant that I wanted to see him. When I got him here he spoke freely of what had happened. He said that he had been visited year after year by persons who told him they could get his assessment reduced. He didn't take them and every year his assessment was doubled. This year he was notified that it was \$80,000, and after the notification he went to the City Hall and asked what he would give to have his assessment reduced. He said he would give half what was asked. That was perfectly proper, but he said that any one has a right to get his assessment reduced, providing he doesn't enter into negotiations to get it done by criminal means. Mr. Bryant did not make any such negotiations.

"As his assessment was reduced \$70,000, that would mean that he would save \$1,400 at 2 per cent. tax, half of which \$1,400 the four would get. Nathan Springer was identified by Bryant as the man who had talked with him and offered to get the assessment reduced.

## CLEVELAND, OLNEY, WHITNEY

MEET AT THE WALDORF AND SAY  
NO POLITICS IN IT.

But "Tariff Revision" Seems to Be the Song—Mr. Cleveland Shakes With Laughter When Asked if He's a Candidate for 1904—He's No Prophet.

The Democratic Presidential nomination band is beginning to tune up. The first squeaking of the violin has been heard. Then come the cello and the alto and moderate-andante-menuto-allegro con spirito.

The Hon. Grover Cleveland of New Jersey and the Hon. Richard Olney of Massachusetts and the Hon. William C. Whitney of New York had a long talk at the Waldorf-Astoria Hotel yesterday morning.

Mr. Cleveland was Basco-Profundo, Mr. Whitney was the cello and Mr. Olney, in the estimation of certain Tennessee Democrats, who were at the hotel, first violin. Then came that gentle Tennessee Ed, who was the foot-slogger of the party.

Mr. Cleveland said that he had no political significance, and Mr. Whitney smiled last night when the matter was brought to his attention. He recalled the happy days that he had spent with Mr. Cleveland and Mr. Olney and he wondered if he couldn't meet Mr. Cleveland and Mr. Olney without the political matters coming up. Mr. Whitney stated there was no politics in his meeting with Mr. Cleveland and Mr. Olney; that it was a mere personal visit, that nobody should exercise his brain over it.

Mr. Cleveland said: "My meeting to-day with Mr. Olney and Mr. Whitney and Mr. Shepard has no political significance, for the reason that I have ceased to be an object of political concern."

Mr. Olney interjected: "It is natural that when I am in the city of New York that I would like to greet Mr. Cleveland and Mr. Whitney in a pleasant talk."

For the last year many Democrats in the East and Middle West and Far West States have spoken of Mr. Olney as a likely Democratic candidate for the Presidency in 1904. Mr. Cleveland was asked about this matter yesterday and he said: "I have not the gift of prophecy, but I can say that I expressed my confidence in Mr. Olney when I chose him to be Secretary of State."

"Will you be a candidate in 1904, Mr. Cleveland?"

The former President shook his sides as he laughed and said: "I have not been asked."

While the fiddles are squeaking and the cellos are humming and the basso profundo is booming, the Democrats of the nation are beginning to look around and get together and see what can be done, and it appears to be the programme that the Democrats shall go into the next national campaign not with the old Tilden cry of "tariff revision," but:

"A revision of the tariff!"  
"A revision of the tariff!"  
"A revision of some of the high schedules of the tariff!"

Meantime the Hon. James M. Guffey, Democratic National Committee man from Pennsylvania, who is to succeed the Hon. James K. Jones of Arkansas as chairman of the committee, was at the Fifth Avenue Hotel and the machinery is to be put in motion by which there will be a lot of fun in the campaign of 1904.

**MRS. DODGE SEKS DIVORCE.**  
Takes Up Her Residence in South Dakota to Sue Charles Stuart Dodge.

STOUT FALLS, S. D., Jan. 27.—THE SUN correspondent is enabled to state positively that Mrs. Charles Stuart Dodge, formerly Flora Bigelow of New York city, has taken apartments at a local hotel and will remain here for the purpose of establishing a residence and procuring a divorce.

Mrs. Flora Bigelow Dodge is the youngest daughter of John Bigelow and has been noted since her debut as one of the beauties of society. She was married about twelve years ago to Charles Stuart Dodge. They have one child. Mrs. Dodge has been one of the most popular of the younger matrons in society and has spent several winters in Europe. She had her first husband in a condition with little or no hope for her recovery. Her temperature was 108.

## ARMOUR UNLOADS WHEAT.

Sells About 15,000,000 Bushels and Makes About \$800,000 Profit.

CHICAGO, Jan. 27.—The Armour people unexpectedly abandoned their "deal" in May wheat to-day and the enormous liquidation which took place carried the price of that delivery nearly 2½ cents under the close yesterday. From 8½ cents at the opening and 8½ to 82 cents for high, the price declined steadily to 78½ cents and the close was at 78½ cents.

Armour's sales were estimated as high as 12,000,000 bushels, the business being distributed among the dozen or more houses. A total of nearly 70,000,000 bushels is believed to have been sold. The sudden termination of the "deal" came as a surprise to every one in the trade and hundreds of smaller holders who had been following the Armour lead, on finding themselves left in the lurch, hastily rushed to sell. Each stock of the decline brought out hundreds and hundreds of stop-loss orders.

Near the close May wheat sold at 75½ cents. It rested finally at 79 to 78½ cents, or a loss of 2½ cents for the day.

Most of the Armour's line was accumulated gradually with her husband recently up to a little above the present market. To-day the low point was 78½ cents. This means an average profit of around 4 cents a bushel on the sales.

If the line of 15,000,000 bushels went over to-day the packer added about \$800,000 to the credit side of his books.

**NEWS OF SUICIDE BROADCAST.**  
Mrs. Field Announced Her Intention in 15 Letters, but Changed Her Mind.

Mrs. George W. Field of 144 West 109th street quarrelled with her husband recently and she wrote to seventeen friends announcing that she intended to kill herself.

In some way news of these letters reached the other tenants in the building, and one of them, Pauline Reichert, went to the Field flat, while another sent for an ambulance.

Mrs. Reichert found a half empty bottle of laudanum in Mrs. Field's room and tried to persuade her to go away in the ambulance.

Mrs. Field insisted that she was all right despite the seventeen letters and went to bed. She said she hadn't taken any laudanum and when her husband came home she seemed to be suffering no ill effects.

Somebody signing "A. Field, 144 West 109th street" sent a death notice to the newspapers last night announcing the death of a well-known New York lawyer.

**BOY DYING OF LION'S RITE.**  
Was Admitted to the Cage in a Show by a Woman Trainer.

CHARLESTON, S. C., Jan. 27.—Raymond Bowman, aged 18, is dying at a hospital here from wounds received last night in a lion's cage. He was admitted by Miss Hall, the trainer, against the protest of attendants. Just as he got in the lions became excited, and the largest of the four beasts jumped over the woman and seized Bowman by the left thigh. He was badly mangled.

The small of blood excited the lion's mate and they all joined in the attack. Several men, armed with pitchforks, went to the boy's rescue and he was dragged out after a struggle. The physicians said that had the wound been lower the leg could have been amputated with some degree of safety. This was not possible, however, and blood poisoning has set in. Raymond Bowman's temperature was 108.

**HOSPITAL FROM ROCKEFELLER?**  
Chicago University May Have a Plant for Medical Investigation.

CHICAGO, Jan. 27.—It was rumored in University of Chicago circles to-day that the founder of the university, John D. Rockefeller, was to provide for an experimental hospital on the campus, the cost of which will amount to several millions of dollars.

## IN COLLISION ON THE JERSEY CENTRAL.

THE WRECK SET AFIRE

Some of the Imprisoned Passengers Burned to Death.

WAS THE ENGINEER'S FAULT.

He Ran Past the Signal Set to Warn Him of the Danger.

At an early hour this morning, General Superintendent Huntington and General Manager Beiler gave out the following statement in response to the insistent demand of the newspaper men that some statement regarding the accident was due to the public.

"There was no excuse for the wreck. Davis ran past his signals, which were set against him. This is shown conclusively because the signals are still set and will remain set until the track has been cleared. This shows that they were working properly and that Davis and no one else is responsible."

"Davis was a new man and was running 'extra'. He usually took that engine when the regular engineer was off."

**BOTH TRAINS LATE.**  
The local express is known on the road as the Easton express. It is really a fast train for suburban people. Leaving Jersey City at 5:57 o'clock, it takes the side track at Cranford, ordinarily at about fifteen minutes after 6, to make way on the main west-bound track for the Philadelphia express.

Last night both trains were about fifteen minutes late out of Jersey City. The Easton express had orders to continue on the main track instead of taking the fourth "way track" at Cranford. The conductor understood that he would get word later where the Philadelphia train was to pass him.

**STOPPED BY HOT BOX.**  
Just after passing Cranford, the Easton Express slowed down and stopped on account of a hot box on one of the cars. The cars were of the small-windowed, rather old-fashioned type used for long-distance suburban purposes.

The hot box was doctored within a hundred yards or so of a flag station called Graceland, which is about a mile from Cranford.

Before the train was under way the Philadelphia Express ploughed into it from behind.

**TWO CARS DEMOLISHED.**  
There were eight cars in the Easton train. The engine of the fast express tore clear into the first and second before anybody realized what had happened, climbing over the pile of wreckage as it splintered underneath.

The folks in those cars, which were more than comfortably filled, had no chance to escape or to lessen the shock which came to them.

**A RUN FOR LIFE.**  
The passengers in the third and fourth cars forward, however, had time, if they were not stunned by the first shock of the collision, to save themselves. Scrambling around in the aisles in terrified confusion, they could hear and see the great mass of wreckage piling forward on them with an awful roar.

A score or more ran screaming into the forward cars, taking the passengers in the cars they passed through with them in a constantly increasing tumult.

Almost all of those forward of the middle of the third car who were not too much bewildered by the shock and their bruises to run forward in this way saved themselves.

**FOURTH CAR SMASHED TOO.**  
Afterward, the engine, pushing the piles of wreckage before it, slid over nearly to the end of the third car forward, and ahead of its bulk the fourth car forward was smashed in and made a part of the horrible bonfire to come.

**FIRE STARTED INSTANTLY.**  
Before the unhurt people in the forward part of the suburban train and in the Philadelphia train—none of whose passengers was seriously hurt—could get out and on the ground the fire started.

The engine by the time it at last stopped its grinding crush forward was little better than a tangled mass of steel and bent iron. The firebox spilled its load into the splinters of the cars on top of which the engine was perched.

Almost before any one could realize what was going to happen, the whole tangled mass of smashed cars with the writhing sufferers who were scattered above and below and all through it, was lighted by tongues of flames that rose and crackled all along the path of the express engine.

**PART OF THE OTHER TRAIN WRECKED.**  
The people in the Philadelphia Express were hardly in better condition to go to the rescue than the passengers of the train which had been wrecked.

The combination baggage car and smoker and the first coach of the express had been pushed forward after the engine by the heavy parlor car behind and the combination

Under's Scotch was the first Scotch Whisky to become famous. It is famous to-day. Sold everywhere.—Ad.

**Short Time! Short Line to Chicago.**  
The Pennsylvania Special leaves New York daily at 1:25 P. M.; arrives at Chicago 9:25 A. M.—Ad.

**Barnett's Vanilla Extract**  
Used and highly endorsed by all leading hotels.—Ad.

## PHILADELPHIA EXPRESS

Train That Was Wrecked—Philadelphia Express Ran Into It—Both Trains Late and the Easton Express Not on the Ordinary Track—Engine Climbed Over Three Cars and Smashed Into the Wreckage—Hospitality Set Up in Nearby Houses—Many Horrible Incidents Related by Persons Who Escaped—Some of the Dead and Injured

The Philadelphia and Reading express leaving the New Jersey Central Railroad's station in this city at 6 o'clock last night overtook a local express just beyond Cranford, N. J., and ran into it. About twenty persons were killed.

The local train was smashed into splinters. Many of its passengers were killed outright and a large number were injured.

The wreck took fire from the engine of the Philadelphia train and many of the injured were burned to death before they could be reached.

**THE ENGINEER TO BLAME.**  
According to the railroad authorities, the engineer of the express ran by the automatic block signals which warned him that the local express was ahead of him.

The debris of the two wrecked trains was run into immediately by an eastbound local train and more persons were killed.

The list of the names of the killed and injured, so far as known, follows:

**Nine of the Dead.**  
CHANDLER, ROLAND W., Ninth street, Plainfield, a clerk.  
DAVIS, W. E., the engineer of the Royal Blue line car.  
FLETCHER, EDWARD, West Front street, Plainfield.  
HARRIS, HARRY G., son of Justice of Peace Hand of Plainfield.  
PATRICKSON, HARRY, clerk, Dunellen.  
PRESTON, HUGH, Plainfield.  
REED, G. E., 202 Lehigh avenue, Scotch Plains.  
TRAYNER, CHARLES T., 228 East Ninth street, Plainfield, an agent of the National Express Company at New York.  
WILLIAMS, FREDERICK, 185 Broadway, New York, 314 East Ninth street, Plainfield.

At midnight there were, as well as could be told, the remains of ten or twelve persons lying unidentified beside the railroad track.

**Reported Missing.**  
GILLES, ELIAS, clerk in New York dry goods store.  
CANNON, A. H., of Plainfield.  
CUMMINGS, HENRY, of Plainfield.

**Some of the Injured.**  
ATKINS, ROY, Dunellen, cut about the face and head; remained in Plainfield.  
BROWN, MRS. J. C., of Park avenue, Plainfield; both legs crushed.  
BROWN, CORA, daughter of Edgar S. Brown; cut about the face and body; remained in Plainfield.  
BROWN, FIDEL, S., of West Second street, Plainfield; body cut about the face and body; remained in Plainfield.  
CHERRY, TRUMAN, 1012 Putnam avenue, Plainfield; leg cut off.  
CARROLL, MISS PEARL, Washington avenue, Plainfield; body cut about the lower part of the body; remained in Plainfield.  
CLARK, EDWARD B., Ninth street, Plainfield; both legs crushed; remained in Plainfield.  
CUTLER, MISS LIZZIE, Mainford avenue, Plainfield; face badly cut; remained in Plainfield.  
CONNINGHAM, MISS L. V., Somerset street, Plainfield; scalp wound and cut about the body; remained in Plainfield.  
CHANDLER, GEORGE, of Plainfield; back broken.  
CLARK, W. H., of Plainfield; leg broken.  
DIXON, WILLIAM, of Norwood avenue, right leg crushed; face badly cut; remained in Plainfield.  
DIXON, W. H., of Plainfield; body crushed; cut about the body and head; remained in Plainfield.  
FOCKE, GEORGE, East Front street, Plainfield; cut about the head and body; remained in Plainfield.  
FREDERICKSON, WILLIAM, coachman at Dunellen; killed and cut severely.  
GLOVER, WILLIAM, of Dunellen; legs cut and bruised.  
GOSWELL, HOWARD P., Kirk place, Plainfield; leg broken, scalp wound and cut; remained in Plainfield.  
HARRIS, MISS LOUIS, of Montclair; cut and bruised; taken to Elizabeth, then home.  
HARRIS, MISS, daughter of Mr. Louis, face cut; taken to Elizabeth, then home.  
HONESTMAN, E. MAXWELL, of Plainfield; jumped; slightly cut; remained in Plainfield.  
JENNA, FRANK, of Elizabeth; both legs badly crushed.  
KARNY, FREDERICK, Washington avenue, Plainfield; leg and back injured seriously; remained in Plainfield.  
LOCK, FRANK, of Belvidere avenue, Plainfield; jumped; slightly cut; remained in Plainfield.  
LANCROFT, CHARLES, of Plainfield, cut.  
LYNN, E. M., 248 East Front street, Plainfield.  
LYNN, EDWARD F., of Plainfield; cut on head and bruised.  
LYNN, MARY, of Plainfield; bruised.  
MCARTHY, SAMUEL, of Boreenville, N. J., driver of the Royal Blue line car; badly wounded.  
QUYERMAN, M. M., of Plainfield; bruised and cut.

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**PHILADELPHIA EXPRESS**  
Train That Was Wrecked—Philadelphia Express Ran Into It—Both Trains Late and the Easton Express Not on the Ordinary Track—Engine Climbed Over Three Cars and Smashed Into the Wreckage—Hospitality Set Up in Nearby Houses—Many Horrible Incidents Related by Persons Who Escaped—Some of the Dead and Injured

The Philadelphia and Reading express leaving the New Jersey Central Railroad's station in this city at 6 o'clock last night overtook a local express just beyond Cranford, N. J., and ran into it. About twenty persons were killed.

The local train was smashed into splinters. Many of its passengers were killed outright and a large number were injured.

The wreck took fire from the engine of the Philadelphia train and many of the injured were burned to death before they could be reached.

**THE ENGINEER TO BLAME.**  
According to the railroad authorities, the engineer of the express ran by the automatic block signals which warned him that the local express was ahead of him.

The debris of the two wrecked trains was run into immediately by an eastbound local train and more persons were killed.

The list of the names of the killed and injured, so far as known, follows:

**Nine of the Dead.**  
CHANDLER, ROLAND W., Ninth street, Plainfield, a clerk.  
DAVIS, W. E., the engineer of the Royal Blue line car.  
FLETCHER, EDWARD, West Front street, Plainfield.  
HARRIS, HARRY G., son of Justice of Peace Hand of Plainfield.  
PATRICKSON, HARRY, clerk, Dunellen.  
PRESTON, HUGH, Plainfield.  
REED, G. E., 202 Lehigh avenue, Scotch Plains.  
TRAYNER, CHARLES T., 228 East Ninth street, Plainfield, an agent of the National Express Company at New York.  
WILLIAMS, FREDERICK, 185 Broadway, New York, 314 East Ninth street, Plainfield.

At midnight there were, as well as could be told, the remains of ten or twelve persons lying unidentified beside the railroad track.

**Reported Missing.**  
GILLES, ELIAS, clerk in New York dry goods store.  
CANNON, A. H., of Plainfield.  
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